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**CENTRAL INTELLIGENCE AGENCY**

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COUNTRY    East Germany

REPORT

SUBJECT    Neubrandenburg Airfield:  
Reconstruction Progress

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report on Neu-  
brandenburg Airfield which gives information on the following: new runway,  
taxi strip system, and the hardstanding. Included as an appendix is a sketch  
showing progress made in the reconstruction of the runway/taxi strip system  
as of 4 September 1959.

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8 Sept 1959

EAST GERMANYAIRNEUBRANDENBURG Airfield: Reconstruction Progress

(4th September 59)

APPENDIX

Attached at Appendix "A" is a sketch showing progress made in the reconstruction of the runway/taxitrack system on NEUBRANDENBURG airfield, as at 4th Sept 1959.

RUNWAY

1. At the western end of the proposed new runway a gravel foundation has been laid approximately 60 m. wide, reaching from the western end of the one remaining stretch of the old E-W runway to within 60 cms. of the roadway formerly connecting the airfield administrative site to the village of TROLLENHAGEN (see Appendix "A" fig. 1). On this gravel foundation 20 cms. thick concrete is to be laid; approximately 15 x 4 m. wide strips will be laid, each strip consisting of 56 x 7 m. long sections, giving this new stretch of runway a length of 392 m. and a width of approximately 60 m. Rounded shoulders will join the edges of this stretch of the runway with the edges of the 80 m. wide existing stretch, where the two stretches meet.

2. At the eastern end of the remaining stretch of the old E-W runway work is in progress concreting a further 287 m. long stretch; to date 15 x 4 m. wide strips of 15 cm. thick concrete have been laid, each strip consisting of 41 x 7 m. long sections. Five 4 m. wide strips remain to be laid in order to complete this stretch of runway, giving it the full 80 m. width. (Appendix "A" fig. 3.)

3. The concrete forming the old N-S runway and the eastern readiness platform remains in existence (Appendix "A" figs. 4 and 5).

4. Excavation and levelling work is in progress at and beyond the eastern end of the former E-W runway. The limits and scope of this work are not yet clearly defined.

TAXI-TRACK SYSTEM

5. A 14 m. wide taxi-track, for the most part parallel to the runway, has been constructed as shown in Appendix "A" (figs. 10, 11, 12 and 15). This track is composed of 4 strips (2 x 3m. wide inner strips, and 2 x 4 m. wide outer strips) of 22 cm. thick concrete.

6. Approximately 350 m. from the western end of this track, work is in progress effecting a junction with an already existing N-S access track, the northern end of which joins the southwestern corner of the one remaining stretch of the former E-W runway (see Appendix "A" figs. 7 and 8). The already existing N-S access track is 14 m. wide and approximately 176 m.

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long; this has been extended to the south to join the "parallel" taxi-track at right angles, the extension being made up of 2 x 3 m. wide and 2 x 4 m. wide strips, each strip being made up of 11 x 6 m. long sections, giving a length of 66 m., and a total length for the access track of approximately 242 m. (176 + 66).

7. Fillets, which appear to have a radius of 66 m., are at present under construction at the junction of the N-S access track and the "parallel" taxi-track; they extend 66 m. along the N-S access track, but their planned extent along the parallel taxi-track is not yet evident.

8. A stretch of the former taxi-track system has been incorporated in the new "parallel" taxi-track (Appendix "A" fig. 12). The junction between this stretch and the eastern half of the parallel taxiway is at present under construction, and consists of 4 strips of 8 x 6 m. long concrete sections, with a slight 'kink' in the middle (Appendix "A" fig. 13).

9. The newly completed eastern section of the parallel taxi-track is 876 m. long being made up of 146 x 6 m. long sections (Appendix "A" fig. 15).

10. The approximate lie of the partially completed eastern access track, joining the eastern end of the parallel taxi-track to the runway, is shown in Appendix "A" fig. 10. The length of the completed portion is 336 m. (56 x 6 m. sections), and approximately 80 m. remains unfinished.

11. The gravel foundation has been laid, after excavation to a depth of about 50 cms., for a 14 m. wide taxi-track leading from the junction of the eastern and western stretches of the "parallel" taxi-track to the westernmost of the existing hangars, and thence along the front of the hangars, along the approximate route shown in Appendix "A" fig. 14.

#### HARDSTANDING

12. A hardstanding is currently under construction along the south side of the eastern end of the parallel taxi-track. To date 4 adjacent strips of concrete sections have been laid; the northernmost strip, adjacent to the taxi-track, is 630 m. long, consisting of 105 x 6 m. long concrete sections, while the next strip is 618 m. long, being shorter at each end by one section; similarly the third strip is 606 m. and the fourth 594 m. long, giving a tapering effect to the hardstanding. The planned width of the hardstanding is not known, but is estimated to be about 70 m.

#### MISCELLANEOUS

13. There is now no question of the concrete work being completed during the current year. It is however planned to complete the main runway before the winter frosts set in. Delay has been caused by the difficulty of procuring adequate cement, which resulted in a return to single shift work for most of July and August; double shift work has, however, now been resumed.

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LEGEND TO APPENDIX "A"

1. Limits of proposed western end to the runway (392 m. x approximately 60 m.).
  2. Portion of the former E-W runway being incorporated in the new runway (450 m. x 80 m.).
  3. Portion of the new runway already concreted (287 m. x 60 m.).
  4. Former N-S runway, still in existence.
  5. Former eastern readiness platform, still in existence.
  6. Approximate limits of proposed eastern extension to the runway.
  7. Portion of former taxi-track incorporated as part of N-S access track (approximately 176 m. x 14 m.).
  8. Junction, with fillets, between N-S access track and "parallel" taxi-track, under construction (66 m. long, 14 m. wide neck, width of base not known).
  9. Former field track.
  10. Eastern access track under construction (336 m. length completed, approximately 80 m. length remaining unconcreted; width 14 m.).
  11. New western portion of "parallel" taxi-track (14 m. wide).
  12. stretch of former track incorporated in the new "parallel" taxi-track (14 m. wide).
  13. Junction between eastern and western portions of "parallel" taxi-track, incorporating a slight 'kink' (48 m. x 14 m.).
  14. Approximate route of taxi-track under construction (14 m. wide).
  15. Eastern portion of parallel taxi-track, already concreted (676 m. x 14 m.).
  16. Hardstanding under construction; (maximum length 630 m., tapering to the south; width already concreted 16 m.).
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APPENDIX "A"

NEUBRANDENBURG Airfield : 4. 10. 59

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